

Amendments to the Claims:

Claims 1-35 (Cancelled).

36. (Currently Amended) A frame assembly for a two-wheeled vehicle, comprising:
a front wheel fork;
a main frame attached to said front wheel fork, said main frame including chainstays and
a crank housing, said chainstays having a front end connected to said crank housing and
extending in a rearward direction from said crank housing; and
a parallelogram-shaped suspension system attached to a rear end of said chainstays of said
main frame.

Claims 37 (Cancelled).

38. (Currently Amended) The frame assembly of claim ~~37~~ 36, wherein said main frame
further includes a saddle tube extending in an upward direction from said crank housing, a
steering tube linked to said front wheel fork, and a lower tube connecting said crank housing to
said steering tube.

39. (Previously Presented) The frame assembly of claim 36, wherein said front wheel
fork comprises a movable and replaceable front wheel fork.

40. (Previously Presented) The frame assembly of claim 36, wherein said parallelogram-
shaped suspension system has an adjustable spring stiffness.

41. (Currently Amended) ~~The frame assembly of claim 36, wherein~~ A frame assembly
for a two-wheeled vehicle, comprising:
a front wheel fork;
a main frame attached to said front wheel fork, said main frame including chainstays; and

a parallelogram-shaped suspension system attached to a rear end of said chainstays of said main frame, said parallelogram-shaped suspension system ~~includes~~ including:

a rear fastening part attached to said rear end of said chainstays, said rear fastening part having a first pair of bearing bolts;

a wheelholder for holding a rear wheel of the two-wheeled vehicle, said wheelholder having a second pair of bearing bolts;

a first bar having a first end pivotably connected to a first one of said first pair of bearing bolts and having a second end pivotably connected to a first one of said second pair of bearing bolts;

a second bar having a first end pivotably connected to a second one of said first pair of bearing bolts and having a second end pivotably connected to a second one of said second pair of bearing bolts, said first bar and said second bar having substantially equal lengths and being arranged substantially parallel, said first bar and said second bar being arranged so as to extend at a downward incline from said rear fastening part towards a rear of said frame assembly;

a spring device between said rear fastening part and said wheelholder so as to extend downward toward an axle of the rear wheel to thereby generate a spring force; and

a power transmission device for transmitting power from a first cogwheel mounted to said rear fastening part to a second cogwheel mounted to the rear wheel.

42. (Previously Presented) The frame assembly of claim 41, wherein said spring device includes a pre-tensioning wheel operable to adjust a compression of a spring of said spring device so as to adjust a pre-tension of said spring.

43. (Previously Presented) The frame assembly of claim 41, wherein said power transmission device comprises a chain linking said first cogwheel and said second cogwheel, said parallelogram-shaped suspension system further including a freewheel mounted to said rear fastening part, said freewheel comprising a plurality of cogwheels including said first cogwheel.

44. (Previously Presented) The frame assembly of claim 43, wherein said freewheel is mounted to said rear fastening part by one of said first pair of bearing bolts.

45. (Previously Presented) The frame assembly of claim 41, wherein said chainstays are arranged so as to extend along only one side of the rear wheel.

46. (Previously Presented) The frame assembly of claim 41, wherein said spring device of said parallelogram-shaped suspension system includes a spring and an adjustment device at an end of said spring, said adjustment device being operable to displace said end of said spring transversely relative to a longitudinal axis of said spring.

47. (Previously Presented) The frame assembly of claim 41, wherein said frame assembly further comprises a crank set and a cardan transmission for transmitting power from said crank set to said first cogwheel, said cardan transmission including gimbals having different lengths.

48. (Previously Presented) The frame assembly of claim 41, wherein said frame assembly further comprises a crank set and a cardan transmission, said parallelogram-shaped suspension system further including a freewheel mounted to said rear fastening part, said cardan transmission being operable to transmit power from said crank set to said freewheel.

49. (Previously Presented) The frame assembly of claim 41, wherein said parallelogram-shaped suspension system further includes a torsion spring having an arm resting against a displaceable projection of at least one of said first bar and said second bar, said displaceable projection being operable to move by a wire connected to a lever.

50. (Previously Presented) A frame assembly for a two-wheeled vehicle, comprising:
chainstays; and

a suspension system attached to a rear end of said chainstays, said suspension system including:

a rear fastening part attached to said rear end of said chainstays, said rear fastening part having a first pair of bearing bolts;

a wheelholder for holding a rear wheel of the two-wheeled vehicle, said wheelholder having a second pair of bearing bolts;

a first bar having a first end pivotably connected to a first one of said first pair of bearing bolts and having a second end pivotably connected to a first one of said second pair of bearing bolts;

a second bar having a first end pivotably connected to a second one of said first pair of bearing bolts and having a second end pivotably connected to a second one of said second pair of bearing bolts, said first bar and said second bar having substantially equal lengths and being arranged substantially parallel, said first bar and said second bar being arranged so as to extend at a downward incline from said rear fastening part towards a rear of said frame assembly;

a spring device between said rear fastening part and said wheelholder so as to extend downward toward an axle of the rear wheel to thereby generate a spring force; and

a power transmission device for transmitting power from a first cogwheel mounted to said rear fastening part to a second cogwheel mounted to the rear wheel.

51. (Previously Presented) The frame assembly of claim 50, wherein said power transmission device comprises a chain linking said first cogwheel and said second cogwheel, said suspension system further including a freewheel mounted to said rear fastening part, said freewheel comprising a plurality of cogwheels including said first cogwheel.

52. (Previously Presented) The frame assembly of claim 50, wherein said spring device of said suspension system includes a spring and an adjustment device at an end of said spring, said adjustment device being operable to displace said end of said spring transversely relative to a longitudinal axis of said spring.

53. (Previously Presented) The frame assembly of claim 50, wherein said frame assembly further comprises a crank set and a cardan transmission for transmitting power from said crank set to said first cogwheel, said cardan transmission including gimbals having different lengths.

54. (Previously Presented) The frame assembly of claim 50, wherein said frame assembly further comprises a crank set and a cardan transmission, said suspension system further including a freewheel mounted to said rear fastening part, said cardan transmission being operable to transmit power from said crank set to said freewheel.

55. (Previously Presented) The frame assembly of claim 50, wherein said suspension system further includes a torsion spring having an arm resting against a displaceable projection of at least one of said first bar and said second bar, said displaceable projection being operable to move by a wire connected to a lever.